

## NEW YORK HERALD.

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EDITOR AND PROPRIETOR.

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TERMS: Cash in advance. Money sent by mail will be sent by express. No money sent by mail will be sent by express. No money sent by mail will be sent by express.

VOLUME XXVII.....NO. 73

AMUSEMENTS THIS EVENING.

NIBLO'S GARDEN, Broadway.—MISCHIEF MAKING—COLLEEN HAWK.

WINTER GARDEN, Broadway.—THE BELLE OF THE SEAS.

WALLACE'S THEATRE, No. 844 Broadway.—"HONEY-MOON."

LAURA KRENN'S THEATRE, Broadway.—THE MARRIAGE OF FIGARO, OR THE FINEST OF DAYS.

NEW BOWERY THEATRE, Bowery.—"TUFFAN BOY—COLEMAN BURNES—OR—HOW TO FIGHT THE REBELS."

BOWERY THEATRE, Bowery.—STOCKS—THE NATIONAL CIRCUS.

BARBURY'S AMERICAN MUSEUM, Broadway.—"CON-NUIT—LIVING DISSOLUTIONS, WALKER, & CO. AT ALL HOURS—SARAS AND KALANZO, SINGERS AND COMEDY."

BRANT'S MINSTRELS, Mechanics' Hall, 472 Broadway.—"JIMMY IN OLD A-K-E-Y."

HOOLEY'S MINSTRELS, Students' Institute, No. 539 Broadway.—"ETHIOPIAN SONGS, DANCES, &C."

MELODEON CONCERT HALL, 539 Broadway.—"SONGS, DANCES, &C.—"LAURENCE'S HALL."

CANTERBURY MUSIC HALL, 535 Broadway.—"SONGS, DANCES, &C.—"LAURENCE'S HALL."

GAITEIES CONCERT ROOM, 616 Broadway.—"DRAWING ROOM ENTERTAINMENTS, BALLETS, PASTORALS, &C."

AMERICAN MUSIC HALL, 444 Broadway.—"UNUSUAL YOUTH—POLICY OFFICE—FALL AND JUDICIAL."

CRYSTAL PALACE CONCERT HALL, No. 45 Bowery.—"SONGS, DANCES, &C.—"LAURENCE'S HALL."

PARISIAN CABINET OF WONDERS, 563 Broadway.—"OPEN DAILY FROM 10 A. M. TO 10 P. M."

NOVELTY MUSIC HALL, 616 Broadway.—"SONGS, DANCES, &C."

New York, Friday, March 14, 1862.

## THE SITUATION.

Everything continues quiet in the vicinity of Manassas. A masked battery, mounting three guns, was discovered on Wednesday, on the Warrenton turnpike, between Centerville and Bull Run. The rebels, it appears, resorted to the vandalism of poisoning the wells before their departure. Two men, attached to a Wisconsin regiment, of General Smith's division, were poisoned yesterday by partaking of the water. Orders have accordingly been issued prohibiting soldiers from using the old wells in the vicinity, and new ones are being dug.

The rebel batteries on the Lower Potomac continue to be examined by our officers, and the guns not destroyed by the enemy are being disabled as far as possible.

By our intelligence from Winchester there is little doubt that the rebel forces under Jackson have retired to Strasburg, in which direction heavy firing was heard at noon yesterday, indicating that the fugitives were blowing up the stone bridge over Cedar creek, to prevent pursuit. It was reported by some prisoners that the rebels intended to make a stand at Strasburg, but it was stated by others that Jackson will post off for Richmond, when the news of the evacuation of Manassas reaches him.

Our troops were received with the utmost enthusiasm by the people of Winchester. The regiments as they entered the town were loudly cheered from the houses, and they replied warmly to the greeting.

The accounts of the late naval achievement at Newport's News, which we give to-day, together with a map of the battle ground, will be found highly interesting. They comprise the official reports of Captain Van Brunt, of the Minnesota, and Captain Watson, of the gunboat Dragon. The rebel story of the fight, as furnished by the rebel journals, and the editorial comments thereon, we give in another column, and they will be read with considerable interest. The Monitor is represented as disabled, which we know is not the fact, and the disasters to the "Yankee" fleet are painted in terms of horror quite congenial to the rebel mind.

Our despatches from Fortress Monroe yesterday, state that the Merrimack is at the Norfolk Navy Yard, and a large force of workmen is employed in repairing her. Serious damage was done to one of her prows, and the forward part of the vessel was stove in.

By a despatch from Cairo we learn that the protection of Memphis seems to engage the serious attention of the rebels. General Grant has arrived there from Pensacola, with a force of 10,000 men, and it was thought that they were sent forward to reinforce New Madrid and Island No. 10, at which latter point all the rebel gunboats are concentrated under the famous Captain Hurlbut.

Generals Bragg and Beauregard were said to be at Jackson, Tennessee, where they are erecting strong fortifications. Memphis is reported in a state of anarchy. The citizens are flying from there, and cotton, molasses, sugar, and other merchandise were being shipped South. Such was the insubordination of the citizens that martial law was proclaimed in Memphis on Monday last, in order to compel the people to turn out and fight.

We give sketches to-day of the Union officers engaged in the late battle at Paris, Tenn., where our forces defeated the rebels, six hundred strong, and took possession of the town on the morning of the 13th inst. General Halleck's official report of the battle puts down the loss of the enemy at one hundred killed, wounded and prisoners. General Halleck also reports the defeat of one of Price's guerrilla parties near Lebanon, Mo., in which the rebel commander, General Campbell, and one hundred others were captured, thirteen killed and five wounded.

The schooner A. H. Manchester, Capt. Nickerson, arrived at this port last evening, from Pope creek, S. C., and Port Royal, making the passage in six days. She brings 3,000 bales of cotton and sixty-seven hides, consigned to Hiram Barney, Esq., Collector at this port. Her news is unimportant. Nothing of any moment had transpired since the sailing of the Philadelphia and Oriental, whose news we predicted a few days ago. Everything remained quiet, and the condition of the troops was about the same, being in good health and fine spirits.

We give to-day full particulars of the battle near Fort Craig, New Mexico, on the 21st February, the results of which we published several days ago, and the skirmishes which preceded it on the 19th

and 20th. The death of Capt. McCrea, who died bravely, the last man at his guns, after more than half his command had been cut to pieces, is a sublime instance of gallantry and devotion. The fight lasted the entire day, and resulted in a heavy loss on both sides. The Union army lost about two hundred, and the rebels a much larger number.

## CONGRESS.

In the Senate yesterday, the Naval Committee were instructed to prepare some fitting notice of the bravery of seaman John Davis, whose conduct was recently alluded to in terms of praise by Commodore Dupont in his official report. A resolution of inquiry of the Secretary of the Navy, with regard to the removal of the Naval Academy from Annapolis, Maryland, to Newport, Rhode Island, was offered by Senator Kennedy, of Maryland. The Senate voted thanks to Commodore Foote, of the Western Flotilla, and Lieutenant Worken, of the mail-clad steamer Monitor, and the officers and men under them, for their recent brilliant exploits. The resolution for the expulsion of Senator Powell, of Kentucky, was taken up, and Mr. Davis, of Kentucky, spoke at length in favor of it. He was interrupted by Senator Powell; but, without deciding the question, the Senate went into executive session, and subsequently adjourned.

In the House of Representatives, the thanks of the republic were voted to General Curtis and his officers and men for gallant conduct in their recent engagement with the rebels, and sympathy for the friends and relatives of the loyal slain was expressed. The National Tax bill was then taken up, in Committee of the Whole House, and a long debate ensued, consuming the greater portion of the day's session and being participated in by various members. An amendment was adopted giving the franking privilege to the Internal Revenue Commissioner, whose office the bill creates. Another amendment, to allow each State to assume its quota of the tax, was one of the subjects of discussion in connection with the bill, which proposition was finally withdrawn, and, without taking definite action, the committee rose. A bill was introduced from the Highways Committee providing for additional railway facilities between New York and Washington, and was sent back to the committee. The Judiciary Committee introduced a bill to provide for the discharge of State prisoners, which was recommitted, when the House adjourned.

## MISCELLANEOUS NEWS.

In the Senate of our State Legislature yesterday, the bill to amend the General Life and Health Insurance act was passed; also that permitting the Supervisors of New York to borrow money in anticipation of the tax. Petitions in favor of the Metropolitan Health bill and the proposed liquor prohibition amendment to the constitution were presented. The resolutions on the latter subject were made the special order of business for Tuesday next, at twelve o'clock. A bill was introduced to amend the act in relation to the district courts of this city. Notice was given of a bill for a railroad in Twenty-sixth street. A communication was received from the State Comptroller giving the expenses of official advertising for the years 1860 and 1861. The bill to provide for sending convicts under twenty-one years of age to the penitentiaries was debated in Committee of the Whole, and progress reported. In the Assembly a resolution was adopted directing the State Engineer to prepare an estimate of the expenses of enlarging one tier of the Erie Canal locks to one hundred and fifty feet in length and twenty-five feet in width, so as to permit the passage of gunboats. Remonstrances against a railroad in Broadway were presented. The bill providing for the assumption by the State of its portion of the national tax was ordered to a third reading. A large portion of the day was consumed over subjects of only local interest.

The stock market opened weak yesterday morning, but gained strength as the day progressed, and closed very strong, with a general inquiry for the speculative railway shares—rumors being in circulation which led to the belief that the government is satisfied that the end of the war is close at hand. Money was easier than yesterday, and six and the general rate for call loans. Foreign exchange is dull at 12 a 1/2 gold quiet at about 101 1/2.

The steam transport Ellen B. Terry, from Hatteras Inlet, via Baltimore, where she landed two hundred and fifty furloughed sick and wounded soldiers from General Burnside's division, arrived at this port yesterday.

Hon. C. H. Van Wyck has been hard at work at the St. Nicholas Hotel during the last week investigating the amount of salaries and perquisites received by the government officials in this city. Custom House officials have been wandering about the corridors of the hotel in a state of great excitement, and, from what we can learn, the future action of the committee will tend still further to increase their perturbation.

A meeting of the Union Defence Committee body was called for yesterday, with a view to discussing of the resolutions adopted by the Chamber of Commerce on last Wednesday. A quorum of the members not having attended, the matter has been indefinitely postponed.

A quorum not being present last evening at the Board of Aldermen, President Henry announced an adjournment to Monday next.

The Board of Councilmen met last evening, and transacted considerable routine business. The communication sent in by the Comptroller at the last meeting, relative to the city debt, taken up, and the resolution appended thereto unanimously adopted, which was, that the Comptroller be authorized and directed to apply to the Legislature for the passage of an act to reduce the taxation of the city of New York, by applying the surplus revenues of the sinking fund for the payment of the city debt. The tax levy for 1862 was returned by the Aldermen, with several amendments to the appropriations made by the Councilmen, amounting in the aggregate to over a million of dollars. On motion, the Board almost unanimously refused to concur with the Aldermen in the proposed additions to the Comptroller's estimates. Subsequently a resolution was adopted, requesting the Comptroller to petition the Legislature for the passage of an act authorizing the raising by tax, in a general manner, the amount which may be required to defray the necessary expenses for the current year. This will be seen that the action which the Councilmen have taken in this matter will result in a material reduction of the tax levy for the present year.

Our commercial report from Barbados, W. I., dated at Bridgetown on the 19th of February, states that the market was fully supplied with every description of American produce, and sales of most articles were effected with difficulty. Flour ruled—extra Ohio \$6.02, extra Philadelphia \$6.12 a \$6.16 per barrel. Colonial Bank bills on New York ruled—ten days, five per cent, thirty days, four per cent premium.

The cotton market was tame yesterday, while the sales, chiefly in small lots, footed up about 650 bales, within the range of 27c. a 28c. for middling uplands. Some forced sales were reported a trifle under these figures. Large holders were not pressing sales. The flour market exhibited more animation, especially for common to medium grades of Western, while prices for most kinds were unchanged. Wheat was heavy, and, in the absence of sales of moment, quotations were nominal. Corn was more active at the recent quotation, with sales of Western mixed at 55 1/2c. a 60c. Pork was unchanged, while there was some inquiry, especially for future delivery. Sales of new meat were made at \$13.50, new prime at \$10.62 1/2 a \$10.81 1/2. Sugar was less active, but steady, with sales of about 300 hds. and 40 boxes. Coffee was quiet for Rio, about 700 hds. Java and 150 do. stained, were sold at rates given in another place. Freight was unchanged, and engagements fair.

## Where Will Jeff. Davis and the Rebel Army Run to?

General McClellan is after Jeff. Davis and his runaway army. Where will they fly to? Where will the Confederate Congress find a place of safety? It is stated by a North Carolina paper that the seat of government is about to be removed from Richmond to Raleigh. But the question is whether the latter is not as much in danger from the operations of Burnside as Richmond is from our Army of the Potomac. If it should fall back still further to Columbia, the capital of South Carolina, would its safety be long insured against the advancing column of Sherman? In Milledgeville or any other part of Georgia it would be equally imperilled. Should the rebel government return to the place whence it set out—Montgomery, Alabama—how long would it be safe there against the legions of Halleck moving up the Tennessee?

It was evident, from the desponding message of Davis to the Confederate Congress at Richmond, that he was sorely and sadly puzzled as to the course he ought to pursue; and in truth he had very good reason for his doubts and fears. Difficulties surrounded him on every side. Whether he fought, or ran away without fighting, his embarrassments were very great. If he held his ground at Richmond, and his army at Manassas gave battle, there could be no doubt that it would be defeated, and that he and his Cabinet, with the whole rebel Congress, would be bagged as game of the largest size. If he should retreat to the far South without a fight, the demoralization of his Army of the Potomac would be as complete as that of his army in Kentucky and Tennessee. If it fought and was beaten, as it would be, and fell back southward, it would be also demoralized. In any event, the moral effect upon the Southern mind must be disastrous to the cause of the rebellion. As a choice of evils, the rebel President has deemed it better that his army should fall back from Manassas, believing discretion to be the better part of valor, and knowing that he who runs away may live to fight another day.

The Richmond Examiner says the receding movement of the rebel army from Centerville and the Upper Potomac is not on account of the pressure of General McClellan, but from purely strategic reasons, and that the new line of defence will probably extend from Staunton to Gordonsville, and thence, we suppose, to Yorktown or Norfolk. But it is not at all likely that this line will be maintained longer than is necessary to give the rebel President time to pack up his trunks and make his begonia to the far South, at a time that the migratory birds are beginning to move thence towards a colder latitude, and that the languishing Southern chivalry have heretofore sought the refreshing breezes of the North. The game is now up with him, no matter what he may do and no matter whether his army fights or not. The struggle is virtually over, and should there be another great conflict it will be a useless fight after other events had determined the fate of the war. There is nothing left, therefore, for Jeff. Davis but to move as rapidly as possible towards the tropics.

There are two or three roads still open to him. The shore or Atlantic coast line is already cut. His passage is blocked by that way. But he may escape through the Valley of Virginia by the Virginia and Tennessee Railroad to Chattanooga, provided Knoxville is not in the hands of the Union troops, and thence, if he is in time, he may reach Memphis, where he could cross into Arkansas en route for Texas; or, if it should be dangerous for him to proceed so far on that route as Memphis, in consequence of the extension of our military lines in that direction, he could turn down southward at Corinth or at the Grand Junction, through Mississippi to Louisiana and Texas; or he could fly from Chattanooga southward through Georgia and Alabama, and thence across Mississippi and Louisiana to Texas; or he might escape by another railroad route, from Richmond through North Carolina by way of Raleigh to Columbia, South Carolina. From Columbia he might proceed to Augusta, Georgia, and through that State to Southern Alabama, and thence to Texas. That route is still open; but if any point of the railroad between Columbia and Augusta should fall into the possession of Sherman's corps, or some portion of the North Carolina road, by way of Raleigh, should be cut by Burnside, the fugitive would be stopped by that route. There is, however, another and a safer route through North Carolina, and that is from Richmond to Danville, Va., and thence by turnpike forty miles to Greensborough, in the centre of North Carolina, the terminus of the railroad to Columbia, South Carolina. This is the internal railroad route which the rebel Congress, on the advice of Jeff. Davis, has undertaken to complete by finishing the portion between Danville and Greensborough—a job which it is now entirely too late to complete for any military purpose.

This route would also bring him and his army to Texas, and thence his way is open to Mexico, the only place where he would be tolerably safe. Let him hasten there with the utmost despatch to help the Mexicans to drive out the European coalition, and he may become President of Mexico or King instead of Maximilian. Such an anarchical government would just suit him and his turbulent followers.

THE TAX BILL.—IT OUGHT TO BE PASSED IMMEDIATELY.—The Tax bill, which has been published, displays a remarkable amount of industry and sagacity, and it is, on the whole, as good a measure as could be expected under all the circumstances. Mr. Stevens and the other members of the Committee of Ways and Means have been unjustly assailed by journals in New York calling themselves republican, but sympathizing with secession and revolution. There might possibly be improvements made in a few of the details of the bill; but it is probable that, in waiting to improve some points, the bill might be altered for the worse in others. It would be endless to discuss all the details, and it would be productive of no good. Let the bill be passed, therefore, at once. The necessities of the government and the country require it. The people are in favor of it, and there are none to oppose it but the radical revolutionary republican journals who desire to arrest the progress of the war and allow the Union to be permanently dissolved, or to revolutionize the government and introduce a reign of anarchy and disorder. The very crumb that fall from our tables, the excess of meats cooked beyond what are required, the surplus clothes and useless ornaments worn by both sexes, together with extravagant furniture, would more than pay the whole tax without its effects being felt by any person.

we had to make sacrifices, let us consider the grandeur of the cause which demands them, and every murmur shall be hushed.

NEW IRON-CLAD VESSELS OF WAR.—Sweet are the uses of adversity. The lesson taught by the late naval battles in Hampton Roads has not been thrown away upon the government or the country. We have lost some ships now, but the loss will prevent greater losses in the future. The Navy Department is awakened from its dream of false security. Already it has issued orders to clothe the new sloop-of-war Adirondack with iron mail. This fine vessel, with her armor on, will only draw thirteen feet of water. We also perceive that the Committee on Naval Affairs in the Senate, who were before adverse to the proposition submitted to them of expending fifteen millions of dollars on iron-plated vessels, on the ground that they were still an experiment, have suddenly changed their opinion, and will report in favor of the resolution. We have no doubt that the Senate itself and the other branch of the legislature will see the necessity of adopting it at once. With the Monitor and the mailed frigate now being fitted out at Philadelphia, the mailed frigate built at Mystic, Conn., and now being finished at Greenpoint, in this port, and the Adirondack, we shall soon have a force sufficient for the protection of our wooden walls till the new vessels ordered by Congress are ready for action, giving the government a naval force with which it can sweep the seas and reduce the strongest fortifications. Every ship-of-war we have ought to be converted into a steamer and clad with iron, like the Merrimack. The old sailing vessels of war are behind the age. Not only are wooden walls useless against iron sides, but even stone walls must succumb to such engines of destruction as the Merrimack and the Monitor. Our forts in future must be built of iron, and those now in use must be plated with it like the new gunboats. Should war ever break out between this country and any of the great maritime Powers of Europe, we would immediately have brought to bear against us vessels like the Warrior or La Gloire, of the impregnable and destructive character of which we have just had a sample in the performances of the Merrimack. We have learned from our late experiences of these iron vessels, that they render the ordinary coast and river fortifications of but little use. Instead of lavishing money on the erection of granite forts and earthworks, it would be better for us for the future to spend it on the construction of iron-plated vessels and floating batteries like the Monitor, which, from its defeat of the rebel iron monster, we take to be the most perfect model of this kind of vessel now afloat. The subject is one that merits the attention of the States having a line of coast to defend. Our New York Legislature should immediately vote a sum sufficient to build a large floating battery on the Ericsson pattern. Our citizens would have more confidence in it than in all the forts that we possess.

THE NAVY DEPARTMENT CALLED TO ACCOUNT.—At the meeting of the New York Chamber of Commerce on Wednesday it was resolved "that in the opinion of this Chamber the chief cause of this disaster (the destruction of life and property committed by the rebel iron-clad steamer Merrimack in Hampton Roads) lies in the culpable neglect in which the naval defences of Hampton Roads were suffered to remain, after the knowledge of the near completion" of said rebel iron-clad steamer. This accusation is levelled at Secretary Welles, and we shall be glad to hear what defence he can advance against it. He was well informed of the intended experimental trip of the Merrimack; he knew that she was a dangerous customer; and if he could have done nothing else to render her perfectly harmless, he could have ordered the sinking of an old hulk or two in the narrow channel of Elizabeth river, which would have sufficed to shut up this deep draughted rebel monster in the harbor of Norfolk to the end of the war. If this simple contrivance has not yet entered the head of the venerable Secretary, we would call his attention to it. It may not yet be too late to lock up that rebel monster; otherwise she may slip into the dark.

PILLLOW AND FLOYD HUNG UP TO DRY.—Jeff. Davis, President and Commander-in-Chief of our Southern rebel confederation, has hung up Floyd and Pillow to dry. It will be remembered that Pillow was in the chief command at Fort Donelson when invested by General Grant; that Pillow, on finding the place too hot to be comfortable, desired to leave; and that Floyd, the second in command, was of the same way of thinking; but that Buckner, the third in command, on being sounded, protested against the attempt to run away; and that, in this emergency, Pillow, with a small force, slipped off under cover of the night, turning over the chief command to Floyd, and that Floyd, with his immediate followers, joining Pillow, turned over the chief command to Buckner, and that thus poor Buckner was left to shift for himself.

Pillow and Floyd escaped, and made up a cock and bull story of their prowess, destroyed the bridges and other public property at Nashville, and then resumed their flight. But upon their own reports Jeff. Davis has condemned them, suspended them, and hung them up to dry; and thus ends the military glory of the bombastic charlatan and blatherskite Pillow, and the pusillanimous thief and traitor Floyd.

KNOCKED IN THE HEAD.—All our old-fashioned wooden vessels of war and all our stupendous and expensive old-fashioned stone fortresses. A half dozen iron-clad vessels, of the style of the little Monitor, would be worth more to us now than all the other ships of the United States Navy, and a dozen of Ericsson's little revolving batteries on land and afloat would be worth more for the protection of the harbor of New York than all our forts, from Governor's Island to Sandy Hook and from Hell Gate to Montauk. Ericsson's impregnable battery marks the most important revolution in the art of war since the invention of gunpowder.

RED TAPE AND WROUGHT IRON SHOT.—It appears there were on board the Monitor, in her attack upon the Merrimack, fifty wrought iron shot of one hundred and sixty-eight pounds each, which Captain Ericsson believes would have reached the vitals of the rebel monster had they been tried; but that they were not tried because of an express interdict from the Ordnance Department. Red tape; old fogeyism. But who authorized this extraordinary bit of red tape from Washington? Who should like to know.

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NEW IRON-CLAD VESSELS OF WAR.—Sweet are the uses of adversity. The lesson taught by the late naval battles in Hampton Roads has not been thrown away upon the government or the country. We have lost some ships now, but the loss will prevent greater losses in the future. The Navy Department is awakened from its dream of false security. Already it has issued orders to clothe the new sloop-of-war Adirondack with iron mail. This fine vessel, with her armor on, will only draw thirteen feet of water. We also perceive that the Committee on Naval Affairs in the Senate, who were before adverse to the proposition submitted to them of expending fifteen millions of dollars on iron-plated vessels, on the ground that they were still an experiment, have suddenly changed their opinion, and will report in favor of the resolution. We have no doubt that the Senate itself and the other branch of the legislature will see the necessity of adopting it at once. With the Monitor and the mailed frigate now being fitted out at Philadelphia, the mailed frigate built at Mystic, Conn., and now being finished at Greenpoint, in this port, and the Adirondack, we shall soon have a force sufficient for the protection of our wooden walls till the new vessels ordered by Congress are ready for action, giving the government a naval force with which it can sweep the seas and reduce the strongest fortifications. Every ship-of-war we have ought to be converted into a steamer and clad with iron, like the Merrimack. The old sailing vessels of war are behind the age. Not only are wooden walls useless against iron sides, but even stone walls must succumb to such engines of destruction as the Merrimack and the Monitor. Our forts in future must be built of iron, and those now in use must be plated with it like the new gunboats. Should war ever break out between this country and any of the great maritime Powers of Europe, we would immediately have brought to bear against us vessels like the Warrior or La Gloire, of the impregnable and destructive character of which we have just had a sample in the performances of the Merrimack. We have learned from our late experiences of these iron vessels, that they render the ordinary coast and river fortifications of but little use. Instead of lavishing money on the erection of granite forts and earthworks, it would be better for us for the future to spend it on the construction of iron-plated vessels and floating batteries like the Monitor, which, from its defeat of the rebel iron monster, we take to be the most perfect model of this kind of vessel now afloat. The subject is one that merits the attention of the States having a line of coast to defend. Our New York Legislature should immediately vote a sum sufficient to build a large floating battery on the Ericsson pattern. Our citizens would have more confidence in it than in all the forts that we possess.

THE NAVY DEPARTMENT CALLED TO ACCOUNT.—At the meeting of the New York Chamber of Commerce on Wednesday it was resolved "that in the opinion of this Chamber the chief cause of this disaster (the destruction of life and property committed by the rebel iron-clad steamer Merrimack in Hampton Roads) lies in the culpable neglect in which the naval defences of Hampton Roads were suffered to remain, after the knowledge of the near completion" of said rebel iron-clad steamer. This accusation is levelled at Secretary Welles, and we shall be glad to hear what defence he can advance against it. He was well informed of the intended experimental trip of the Merrimack; he knew that she was a dangerous customer; and if he could have done nothing else to render her perfectly harmless, he could have ordered the sinking of an old hulk or two in the narrow channel of Elizabeth river, which would have sufficed to shut up this deep draughted rebel monster in the harbor of Norfolk to the end of the war. If this simple contrivance has not yet entered the head of the venerable Secretary, we would call his attention to it. It may not yet be too late to lock up that rebel monster; otherwise she may slip into the dark.

PILLLOW AND FLOYD HUNG UP TO DRY.—Jeff. Davis, President and Commander-in-Chief of our Southern rebel confederation, has hung up Floyd and Pillow to dry. It will be remembered that Pillow was in the chief command at Fort Donelson when invested by General Grant; that Pillow, on finding the place too hot to be comfortable, desired to leave; and that Floyd, the second in command, was of the same way of thinking; but that Buckner, the third in command, on being sounded, protested against the attempt to run away; and that, in this emergency, Pillow, with a small force, slipped off under cover of the night, turning over the chief command to Floyd, and that Floyd, with his immediate followers, joining Pillow, turned over the chief command to Buckner, and that thus poor Buckner was left to shift for himself.

Pillow and Floyd escaped, and made up a cock and bull story of their prowess, destroyed the bridges and other public property at Nashville, and then resumed their flight. But upon their own reports Jeff. Davis has condemned them, suspended them, and hung them up to dry; and thus ends the military glory of the bombastic charlatan and blatherskite Pillow, and the pusillanimous thief and traitor Floyd.

KNOCKED IN THE HEAD.—All our old-fashioned wooden vessels of war and all our stupendous and expensive old-fashioned stone fortresses. A half dozen iron-clad vessels, of the style of the little Monitor, would be worth more to us now than all the other ships of the United States Navy, and a dozen of Ericsson's little revolving batteries on land and afloat would be worth more for the protection of the harbor of New York than all our forts, from Governor's Island to Sandy Hook and from Hell Gate to Montauk. Ericsson's impregnable battery marks the most important revolution in the art of war since the invention of gunpowder.

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